

19990322.ba v02\_n472.bam.990322 v02\_n473.bam.990322

>From ???@??? Tue Mar 23 03:27:17 1999  
Message-Id: <199903221444.IAA08042@sco.theporch.com>  
Date: Mon, 22 Mar 1999 08:43:22 CST  
From: Old Tube Radios <boatanchors@theporch.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: BOATANCHORS digest 2472

## BOATANCHORS Digest 2472

Topics covered in this issue include:

- 1) Say it ain't so! ( Transistors alien plot )  
by Tom Norris <badger@telalink.net>
- 2) Re: Cleaning air caps  
by "Roberta J. Barmore" <rbarmore@indy.net>
- 3) Re: Coloring casting resin/epoxy  
by "Steve" <scb@mail.internettport.net>
- 4) Re: Cleaning air caps  
by Morris Odell <morriso@vifp.monash.edu.au>
- 5) Boonton Signal Generator  
by cswiger <cswiger@wilma.widomaker.com>
- 6) Re: lo val HV cap & Lucas  
by "Denis Sharon" <DNSSHRN@worldnet.att.net>
- 7) Schematic For Marconi TF2300A Deviation Meter  
by "Tom Frobase" <tfrobase@ghg.net>
- 8) Lucas again  
by Morris Odell <morriso@vifp.monash.edu.au>
- 9) Re: Cleaning air caps  
by "Barry L. Ornitz" <ornitz@tricon.net>
- 10) Re: Lucas again  
by CARRJJ@aol.com
- 11) Re: Lucas again  
by Steve Berg <z931086@corn.cso.niu.edu>
- 12) Re: Condenser Checker  
by "Steve" <scb@mail.internettport.net>
- 13) Re: Lucas again  
by John M Iverson <jackiv@juno.com>
- 14) Maumee, Ohio Hamfest Report  
by "Tony" <tony@bright.net>
- 15) SX-28 cabinet colour scheme  
by "Steve Hill" <SHILL@onaustralia.com.au>
- 16) Miller HiFi BC Xtal set  
by polepeeg@aa4rm.ba-watch.org (Marty's Refl. Drop)
- 17) Re:Modern Radio Labs.  
by Jderm740@aol.com
- 18) Re: SX-28 cabinet colour scheme

by Al Parker <anchor@coastalnet.com>  
19) Re: Lucas again  
by "Roberta J. Barmore" <rbarmore@indy.net>

-----  
Message-Id: <3.0.5.32.19990321141318.00a76660@mail1.telalink.net>  
Date: Sun, 21 Mar 1999 14:13:18 -0600  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Tom Norris <badger@telalink.net>  
Subject: Say it ain't so! ( Transistors alien plot )  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"

People scare me sometimes. But his may explain why I like tubes as much as I do. This was found on a conspiracy list I read every now and again. I was said in absolute seriousness by the poster too... heehee

"Let us not forget that there was widely circulating rumor that transistors were alien technology recovered from Roswell in 1947."

Hmmm. Come to think of it, it may make a good signature line. :-)

73 all

Tom

-----  
Date: Sun, 21 Mar 1999 16:38:54 -0500 (EST)  
From: "Roberta J. Barmore" <rbarmore@indy.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
cc: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Cleaning air caps  
Message-ID: <Pine.SUN.3.96.990321162644.6142A-100000@indy1>  
MIME-Version: 1.0  
Content-Type: TEXT/PLAIN; charset=US-ASCII

Hi!

Tarn-X work because it is a dilute acid. It eats it way through the gunk, and then microetches the surface. (What kind of acid? I dunno--smells like rotten eggs, which suggests something with sulfur in it; but I'm not a chemical engineer, thank goodness).

It is difficult to get all of it out, and it leaves a surface that is \*very\* "raw." That, along with the microetching, means things cleaned in Tarn-X often corrode again afterwards faster and worse than before.

It should be used with very great care. If you \*have\* to use it, it would probably be a good idea to follow up with a thorough rinse in household ammonia, followed by water (preferably distilled) and then high-proof alcohol or some other good water-removing cleaner. (Freon TF was good, back when). Then relube the bearings.

I try to avoid Tarn-X if possible. It does remove material from the thing being cleaned along with the dirt. Arden's suggestion for cleaning is a better way to go.

Always start cleaning using the most gentle, non-invasive methods, then step 'em up a bit at a time. Otherwise it's like washing a car with a sandblaster instead of soap and water--the dirt comes off either way, but....

73,  
--Bobbi

(But what do I know? I've had three cars with Lucas electric in 'em and have found it to be AOK--if properly maintained! A fine British car is \*not\* a Chevy; the maker expects you to keep the vehicle up to snuff. If not, maybe you hadotta take the train).

KB9GKX "RJ" rbarmore@indy.net Roberta J. (Bobbi) Barmore  
FISTS #3388 \* G-QRP #10001 \* ARRL \* RSGB \* WIA  
Appreciator Of Vacuum-Tube Ham Gear and Vintage Keys

-----  
Message-Id: <199903212158.PAA26830@loki.internettport.net>  
From: "Steve" <scb@mail.internettport.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Date: Sun, 21 Mar 1999 15:48:47 +0000  
MIME-Version: 1.0  
Content-type: text/plain; charset=US-ASCII  
Content-transfer-encoding: 7BIT  
Subject: Re: Coloring casting resin/epoxy  
CC: Old Tube Radios <boatanchors@theporch.com>

Hi John & group;

Re; casting resin. Clear dental orthodontic acrylic resin has been an indispensable part of my armamentarium for the last 25 years & I highly recommend it. It's uses and applications are limited only by one's ingenuity. F.I., As it doesn't bind to metal or other non-solvent soluble smooth surfaces it can be applied in place, removed and shaped & finished and replaced as is, or bonded with cyanoacrylate(superglue) or other appropriate adhesive. Structural

reinforcement with fiberglass window screening or other material is possible. Dyeing it is a matter of experimentation with dye agents regarding setting, stability, ect to avoid substances that alter or interfere with polymerization. Hobby shops carry various coloring powders. Your dentist can help you obtain it and perhaps tutor you on mixing and handling.

Regards; Steve.

-----  
Message-ID: <36F56E4B.E0306C55@vifp.monash.edu.au>  
Date: Mon, 22 Mar 1999 09:10:19 +1100  
From: Morris Odell <morriso@vifp.monash.edu.au>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Cleaning air caps  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

Hi all,

Kevin Pease wrote:

> I have an old capacitor made by polar in England. I beleive that it silver  
> plated. It is small in precision with double bearings. There is not enough  
> room to use a toothbrush to clean it. Is ther any kind of a common  
> chemical that I can use to clean it ?

There was a charlatan here a while ago selling a "miracle" silver cleaner which works well although you do not have to pay the \$\$\$ he was getting.

The "miracle" consists of a sheet of aluminium and a set of instructions. You make up a solution of washing soda (sodium carbonate) in a plastic dish and place the sheet in it. You then immerse the silver or silver plated object and touch it to the aluminium sheet. Electrolytic action quickly removes the tarnish "like magic".

I'm too far from Chem I to remember what reactions occur but it sure worked OK on the silverware!

73 de Morris VK3DOC

>  
>  
> Kevin Pease

> WBOJZG  
> Mount Juliet, TN.

-----  
Date: Sun, 21 Mar 1999 17:28:43 -0500 (EST)  
From: cswiger <cswiger@wilma.widomaker.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Boonton Signal Generator  
Message-ID: <Pine.BSF.3.96.990321172113.12905A-100000@wilma.widomaker.com>  
MIME-Version: 1.0  
Content-Type: TEXT/PLAIN; charset=US-ASCII

Hi folks:

Just want to 'test the waters' and see how interesting or what war stories there may be on this: There's a Boonton model 80-R s/n 8674 signal generator, covers 5-475Mc available. It sure looks nice with a nearly perfect black/wrinkle finish, although the handles are somewhat cracked.

Also found one more interesting manual, actually an assembly manual for the Eico 235 Professional VTVM - probably not very useful as there's no schematic! Just typical kit bldg tip's and step by step instructions - nice photo of the huge Eico facility in Brooklyn on the back.

Chuck  
kb4new  
cswiger@widomaker.com

-----  
Message-ID: <00be01be73ed\$7c2b2bc0\$1602450c@main>  
From: "Denis Sharon" <DNSSHRN@worldnet.att.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: <boatanchors@theporch.com>, <doowop6@juno.com>  
Subject: Re: lo val HV cap & Lucas  
Date: Sun, 21 Mar 1999 17:51:26 -0500  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="x-user-defined"  
Content-Transfer-Encoding: 7bit

How about this one..

An auto enthusiast was rumaging through some Lucas "stuff" at an autojumble (swap meet) and declared in exasperation, "Everything Lucas makes sucks!". A

voice from behind piped up, "I worked for Lucas for years and it's not true that everything Lucas makes sucks... We make a fine line of vacuum cleaners."

Then there was the 3 position Lucas light switch: Off, Dim & Flicker.

Regards,

Denis Sharon W1AOK Ridgefield, CT

-----Original Message-----

From: GEORGE J MISIC <ke8rn@juno.com>

To: Old Tube Radios <boatanchors@theporch.com>

Cc: boatanchors@theporch.com <boatanchors@theporch.com>; doowop6@juno.com <doowop6@juno.com>

Date: Saturday, March 20, 1999 20:56

Subject: Re: lo val HV cap & Lucas

>If Lucas made guns, wars wouldn't start!

>

>"A gentleman does not go motoring about after dark." - Joseph Lucas,

>1907

>

>Joseph Lucas - Inventor of the intermittent wiper.

>

>Stop me before I go on! George KE8RN; BAs and British cars

>

>On Sat, 20 Mar 1999 17:36:38 -0500 "ROBERT W. DOWNS"

><RWDowns\_WA5CAB@compuserve.com> writes:

>>Al & group,

>>

>>I've owned Land Rovers for 30 years but don't you know why the English

>>drink warm beer? Lucas refrigerators. :-)

>>

>>73,

>>Robert Downs

>>WA5CAB

>>Houston

>>

>>

>

>

>-----  
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>

>

-----  
Message-ID: <004b01be73f4\$98c16c20\$0201010a@nt-tlf.ampr.org>  
From: "Tom Frobase" <tfrobase@ghg.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Schematic For Marconi TF2300A Deviation Meter  
Date: Sun, 21 Mar 1999 17:43:16 -0600  
MIME-Version: 1.0  
Content-Type: text/plain;  
        charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

Had the opportunity last fall to purchase a Marconi TF2300A modulation meter last fall. It is dead, anybody have a schematic? Thanks for the help ...  
tom N3LLL

-----  
Message-ID: <36F58167.D0662623@vifp.monash.edu.au>  
Date: Mon, 22 Mar 1999 10:31:51 +1100  
From: Morris Odell <morriso@vifp.monash.edu.au>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Lucas again  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

I think Lucas electrics suited British cars of the 1950-1979 era really well. You would have been surprised to find anything else in cars in which everything else leaked or was unreliable in some fiendish and expensive way :-)

(did they ever make vacuum tube car radios I wonder)

73 from a former British colony...

de Morris VK3DOC (a survivor of more British cars than is good for him)

-----  
Message-Id: <199903220007.TAA03541@flash.naxs.net>  
From: "Barry L. Ornitz" <ornitz@tricon.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: "Boatanchors Mailing List" <boatanchors@theporch.com>  
Subject: Re: Cleaning air caps  
Date: Sun, 21 Mar 1999 19:06:01 -0500

Kevin Pease, WB0JZG, wrote:

>I have an old capacitor made by polar in England. I believe that it silver  
>plated. It is small in precision with double bearings. There is not enough  
>room to use a toothbrush to clean it. Is there any kind of a common  
>chemical that I can use to clean it ?

It must be a low voltage capacitor. Try rinsing it first with acetone and then wash in soapy water. Again rinse in a small amount of acetone to remove the residual water. Dry thoroughly in a warm oven and relubricate the bearings.

If the silver is badly tarnished, after the first rinse place it in an aluminum pan (like from a frozen pot pie, not the wife's Mirro cookware!). Add a pinch of salt and boil the water for a few minutes. The sulfur from the silver tarnish will be removed and now be attached to the aluminum. The capacitor plates must have electrical contact with the aluminum for this to work. Follow with the instructions above. Don't forget the lubrication.

73, Barry L. Ornitz      WA4VZQ      ornitz@tricon.net

-----  
From: CARRJJ@aol.com  
Message-ID: <98aa1337.36f591db@aol.com>  
Date: Sun, 21 Mar 1999 19:42:03 EST  
To: Old Tube Radios <boatanchors@theporch.com>  
Mime-Version: 1.0  
Subject: Re: Lucas again  
Content-type: text/plain; charset=US-ASCII  
Content-transfer-encoding: 7bit

In a message dated 3/21/99 6:34:09 PM Eastern Standard Time,  
morriso@vifp.monash.edu.au writes:

<< boatanchors@theporch.com >>

=====

I serviced car radios on UK cars imported into the USA in the late 1950s and early 1960s. Most of those radios were made by Pye, Phillips or Ferranti. I don't recall seeing a Lucas radio. However, my own experience with the lighting and electrical systems on British cars and BSA motorcycles leads me to call the firm "The Prince of Darkness." It was a standing joke in those days: "Why do Brits drink their beer at room temperature?" Answer: "Because they own Lucas refridgerators."

Joe Carr

-----



Message-ID: <36F59CC1.543DD0C9@corn.cso.niu.edu>  
Date: Sun, 21 Mar 1999 19:28:33 -0600  
From: Steve Berg <z931086@corn.cso.niu.edu>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Lucas again  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

I must be one of the few who actually liked Lucas electrical systems. I had them in several 1960's and 1970's vintage British motorcycles. They were very simple. The one's I troubleshot were generally easy to trace and fix. The later switches were rugged and reliable. Most of the problems occurred when someone before me had attempted to "simplify" the electrical system. Usually putting it back to stock fixed it. We often find a similar problem with all of the undocumented modifications that prior owners make to old radios cause similar problems. The permanent magnets on the alternator rotors would gradually lose their strength, and then needed replacement. This normally took years. I suspect that the older, woven insulated wiring was the culprit in many of the stories. It was easily chafed, and if the routing of the wiring was not done carefully, you could wind up with lots of shorts to ground. I generally worked with the plastic insulated wiring harnesses, and with due care in routing, they lasted for years. For the same reason that I do not use old rubber line cords, and generally replace the cotton covered hook up wire in older sets I did not trust the cloth covered Lucas wire. Whenever anything electrical is put into a vehicle, due care in using grommets, strain relief's, decent wire, and proper routing will pay handsome dividends in reliability. I have switched to Italian motorcycles from British, and now hear the same kind of complaints about Italian electrics. With the exception of an ignition switch that failed with a high internal resistance, that kept me scratching my head for a few days, my normal habits of electrical care work fine with Italian components too.

Steve WA9JML

-----  
Message-Id: <199903220447.WAA11257@loki.internettport.net>  
From: "Steve" <scb@mail.internettport.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Date: Sun, 21 Mar 1999 22:37:09 +0000  
MIME-Version: 1.0  
Content-type: text/plain; charset=US-ASCII  
Content-transfer-encoding: 7BIT  
Subject: Re: Condenser Checker  
CC: Old Tube Radios <boatanchors@theporch.com>

>"Greetings to all: I need a decent condenser checker for in  
>circuit testing. Don't really care about type as long as it  
>does the job. Also could use a signal tracer of some  
>should have learned 55years ago! Also need a good book on  
>proper use of the o'scilloscope in boatanchor servicing.  
>Any and all suggestions appreciated."  
RAY JEFFERSON  
w7FNI....SINCE 1934

Greetings;

While I can't specifically recommend a tome, allow me to offer some observations.

A capacitor checker capable of checking at a range of operating voltages up to 500-1000 volts is useful for testing higher voltage types for breakdown and other failures at rated voltage, but \*only\* out-of-circuit.

It is difficult to check caps in-circuit with a cap checker. The circuit usually will have an effect on leakage and capacity measurements and some circuits operate at considerably less than the voltage ratings of the caps and could be damaged by in-circuit checking with a cap checker at voltage, F.I., AVC loops and other circuits incorporating small signal crystal diodes and low voltage tubes.

AVC/AGC loops are usually of such high impedance that any leakage of caps, however slight, will deteriorate performance and wholesale replacement of paper caps with plastic film low leakage types is the best answer there. Removing one leg to check them is halfway to replacement anyway and vintage oil/paper caps are nearly always at least marginally leaky or will eventually become so.

Deduction is a useful technique. Is the voltage drop across a series resistor due to loading by a leaky cap? Removing tube(s) to check may cause a destructive increase in voltage without the loading of the tube(s). Here is where a variac can be useful to prevent that during powerup with tube(s) pulled to check the in-circuit leakage on B lines. Watch for bleeder resistors affecting the drop, it may be necessary to lift one end to check the caps. Be sure to always monitor the B+ with a meter when increasing the variac voltage to avoid overshooting the max rating of the unloaded filter caps.

In-circuit cap checking during operation can be done with any reliable working oscilloscope scope without having to know much about operating one. Bypass caps take signals off of lines when working properly. An o'scope connected to the voltage source line &

set to higher sensitivity range will indicate how much signal (if any) is present due to malfunctioning bypass caps. It will also indicate the type of signal, whether power supply ripple(deteriorated electrolytic filter caps), audio(B+ line electrolytics & larger tubular caps), or RF (large to smaller bypass caps). For instance. a set that is totally unstable & that howls & whistles would most likely have open or ineffective B+ line bypass capacitor(s), allowing undesirable communication between various sections of the set thru that line. The o'scope would readily show this to be the fault.

An open coupling/(DC)blocking capacitor will show the signal on one end but greatly reduced or lacking on the other. A leaky or shorted blocking cap may have DC voltages somewhat close to the same value on both ends. Incorrect DC control(G1) grid voltage on audio stages, particularly output pentodes, are frequently due to leaky G1 coupling caps. When replacing these it is good practice to measure the value of the plate resistor of the preceeding stage and grid resistor and the cathode resistor of this stage and replace defective units. If there is a cathode resistor with a low voltage electrolytic cap across it, the o'scope will show whether it is bypassing properly at normal audio frequencies or needs replacement. Lack of a DC voltage across it may indicate a shorted e-cap. The output tube and transformer may also have been damaged or destroyed due to increased current draw caused by the positive grid bias from the bad plate-to-grid coupling cap.

Conducting experimental tests on a good working reciever will give a good relative idea of the normal level of the signal leakage on various B+,C-, & AVC/AGC lines. Some sets & circuits will be more or less tolerant of this"crosstalk" between stages through these lines.

The o'scope can be a marvelous instrument for signal tracing as well, once one becomes familiar with the appearance and normal levels of signals at various points of circuits. A 10 to 1 probe provides the least disturbance to circuits being measured, important in low level and tuned circuits. Good used o'scopes are readily available at reasonable prices at larger hamfests. Range is \$5 up to \$???. Useful ones generally run \$50-\$100. 10-1 probes are about \$5-\$20.

I hope some of this may be helpful until you can find a good reference.

Regards; Steve

-----  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: boatanchors@theporch.com  
Date: Sun, 21 Mar 1999 22:46:43 -0600

Subject: Re: Lucas again  
Message-ID: <19990321.225118.11438.0.jackiv@juno.com>  
From: John M Iverson <jackiv@juno.com>

as to british car radios. most all of BMC, JAGUAR, AND ROOTES GROUP  
were fitted with Smiths radios. The radios from autos of the  
"continent" were Becker, Blaupunkt, some Phillips(later jaguars)  
and some Plessey.

We did not see a lot of the LF and SW recievers imported here as they  
were not really compatible with the MF broadcast bands.

Spoken as a former partner in a Jag/BMC/Fiat dealership. (many  
stories about Brits electricc)

jack

Jack Iverson K0EWU jackiv@juno.com  
ARRL, IEEE LM, RCA, AMI, ARCI, QCWA

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---

Message-Id: <199903220511.AAA09199@sparticus.bright.net>  
From: "Tony" <tony@bright.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Date: Mon, 22 Mar 1999 00:10:17 -0500  
Subject: Maumee, Ohio Hamfest Report

Well, I always enjoy reading everyone else's hamfest reports, so I  
thought I'd pass one along.

I attended the Maumee, Ohio Hamfest this morning, also know as  
the Toledo Hamfest, as it is sponsored by the Toledo Mobile Radio  
Association. I've been attending this 'fest since 1992, and I'm sorry to  
report that the number of tables sold was much lower than in years  
past. I've noticed a similar situation at other 'fests as of late; I hope  
the trend reverses.

I did see some Boatanchor stuff today, at least as much as last  
year. Here's some highlights:

Drake TR-4C, MS-4/AC-4, Kenwood Mike - \$260

LM-221, from a nice OT - \$10 (followed me home)

75-A4, had sold sign on it, looked expensive :-)

SX-28A in rack mount cabinet (not the table cabinet - the first and

only I've seen like this one), looked complete and nice - \$275 (unsold)

E.H. Scott RB0-2 receiver, complete and restorable, rusty cabinet included - \$75 (followed me home)

Ten to twelve miscellaneous Command Sets, a couple of Command modulators, and parts - \$25 to \$40 each, and looked overpriced at that, though the \$7 dynamotors were tempting

J-38 key - \$125 (yikes!) - A J-36 bug was a more reasonable \$195 (unsold)

SX-100 with sky blue cabinet - \$160 (unsold)

DX-40 / VF-1 combo \$100 (unsold) - the only BA transmitter I saw; maybe everybody's saving them for Dayton?

Anyone have information about the RB0-2 Scott receiver I mentioned? No documentation included, but it was supposed to be working. We'll see!

All-in-all, it was worth the drive. See you at Dayton!

73,

Tony N8SNC

-----  
Message-ID: <000301be7447\$04918be0\$46a9868b@me>  
From: "Steve Hill" <SHILL@onaustralia.com.au>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: SX-28 cabinet colour scheme  
Date: Mon, 22 Mar 1999 19:32:43 +1000

Gday gang,

I have a friend who has a Halicrafters SX-28 in a table top cabinet.

He wants to do up the cabinet.

He would like to know where he can get info on the correct colour (note correct spelling) scheme.

Thanks for any help.

Cheers

-----

Steve Hill        VK4CZT  
<SHILL@onaustralia.com.au>  
visit my military radio page  
<<http://www.users.bigpond.com/SHILL>>  
47 Garie St  
Wishart. 4122.  
Brisbane. Queensland. Australia.

-----  
Date: Mon, 22 Mar 1999 08:41:58 -0500  
From: polepeeg@aaa4rm.ba-watch.org (Marty's Refl. Drop)  
Message-Id: <199903221341.IAA23622@aaa4rm.ba-watch.org>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Miller HiFi BC Xtal set

Miller made one of these ~1955 called the model 595 & I've got one. &  
I use it on a local 10kw 2 mi.s out.

Wonderful thing.

Has 2 ferrite inductances tuned with a dual 365pf straight-line  
freq. variable. One coil has a few xtra pf in a pad to obviously  
stagger tune the thing to allow a full 20kc bandwidth.

I've always wanted the user's page that came with the 595 & wonder  
if anyone elase out there's built a competitor's or anything along this line.

Oh yes, mine was inop when it arrived. The Sylvania 1N69 had gone open ckt.,  
bless it's junction.

Marty

-----  
From: Jderm740@aol.com  
Message-ID: <854d1fe6.36f65342@aol.com>  
Date: Mon, 22 Mar 1999 09:27:14 EST  
To: Old Tube Radios <boatanchors@theporch.com>  
Mime-Version: 1.0  
Subject: Re:Modern Radio Labs.  
Content-type: text/plain; charset=US-ASCII  
Content-transfer-encoding: 7bit

Dave

First of all I don't think this list is the place to air Mr. Nelson's  
problems. He need "Lawers-R-Us" or "WEBE Litigators". If he is haveing that  
much trouble with a Mr.Smith, he needs legal help. I get the feeling he has  
never taken the time or money to secure his right to the name even though he

paid for it. You say he obtained the company 10 years ago. I never heard of it. Does he ever spend a buck and advertise on a national basis?

Jack Jderm740@aol.com

-----  
Message-Id: <3.0.5.32.19990322093034.0083fe80@mail1.coastalnet.com>  
Date: Mon, 22 Mar 1999 09:30:34 -0500  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Al Parker <anchor@coastalnet.com>  
Subject: Re: SX-28 cabinet colour scheme  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"

>I have a friend who has a Hallicrafters SX-28 in a table top cabinet.  
>He wants to do up the cabinet.  
>He would like to know where he can get info on the correct colour  
>(note correct spelling) scheme.  
Hi Steve,

This was the subject of quite a discussion on the Hallicrafters list a while ago. I'll copy some of it below.

There doesn't appear to be a definitive answer for the question as to "what to use". My SX-28 was definitely blue-gray, or grayish blue, originally, but the list member who sold it to me, and I, thought it was black, until I got into the "deeper parts" that had been protected from light/grunge.

I haven't decided what to use, I'd like to just do an overspray or 2 on the cabinet, which is wrinkle, and does have some scrapes. Hopefully they'll fill in & look reasonable.

=====  
=====

SX-28

To whom it may concern;

The originap paint on the SX-28 was definately a BLUE wrinkle. I dismantled a 1940 SX-28 a while back. The side support brackets between the chassis and the front panel had not been apart since the day they were assembled. Both sides of the brachets and the chassis were painted with BLUE wrinkle paint. The inside of the brackets looked like brand new. They were immediatly sealed in UV light proof bags until I can get someone to match the paint. I have also seen the cabinets in other colors. The navy favored grey semigloss in several shades, or else the various shades were the results of dirt and age. The airforce favored black wrinkle. I saw one in green wrinkle once. Forest Service? Who knows.

Regards

Lloyd KK7IZ

kk7iz@worldnet.att.net

=====

SX-28 Paint

Sender: owner-hallicrafters@qth.net

Reply-To: david aabye <w4qcu@prodigy.net>

Thanks to all who replied to my question. Many of you asked that I share the information I received.

It appears that no one offers the unusual blue color of the SX-28 cabinet. That includes you-know-who who claims that his shade is correct BECAUSE it matches the S20R. Talk about a non-sequitur! (spelling?)

Unfortunately, no definitive answers were received. Probably because there are none. The best advice I received was to take a reliable color sample to a shop and have it matched.

Despite the conventional wisdom, I've decided to stick with S20R gray-blue.

It may be wrong, but it looks nice. And, I'm tired of spraying the darn thing!

73 to all de Dave, W4QCU

=====

> Mine is scratched, needs repainting when it gets to the top of the queue.(soon, I hope, Jim) My questions --

>1. how do you plan to duplicate the texture? It appears that it was a  
>tight, fine, wrinkle.

Here is one way....

If you spray light, fog coats of the new color on top of the old wrinkle paint, the original texture is mostly preserved (very little filling occurs) and you get the new color. As hard as it may be to believe, this even works pretty well on paint that has deep scratches. The human eye tends to fill in the missing texture and you just don't notice the scratches.

Seriously.

I did this to a DX-100B cabinet a few years ago. Bad scratches near the top, front edge. I applied a new color coat right on top of the original, scratched paint. You have to \*look\* for the scratches. They are there if you know to look for them. But if you don't know to look, your eye just goes right on by them.

Jim - K4CCF

=====

Hope this doesn't just add to the confusion.

73,

Al, W8UT



New Bern, NC  
Boat Anchors appreciated here  
anchor@coastalnet.com

-----  
Date: Mon, 22 Mar 1999 09:43:57 -0500 (EST)  
From: "Roberta J. Barmore" <rbarmore@indy.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
cc: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Lucas again  
Message-ID: <Pine.SUN.3.96.990322093359.12405A-100000@indy3>  
MIME-Version: 1.0  
Content-Type: TEXT/PLAIN; charset=US-ASCII

Hi!

Jack mentioned Smiths as a maker of Brit car radios. Those who drive older British-made cars will recognize the name from the good, honest, meter-type instrument gauges on the dashboard. They are excellent instrumts (IMO) and some (repro?) were still availabe from outfits like Moss Motors.

Like most such devices, they are highly damped (the instrument voltage regulator in many of the cars were buzzer-type, a flaky but effective device--you can think of it as father to the switching regulator) but might be well-suited to some BA projects. Scales are generally white on a black background.

One of the joys of the UK cars I've owned was having a real instrument panel that actually provided useful information, instead of some flashy-cute collection of blinking lights that only told you what was up after it was too late.

73,  
--Bobbi

KB9GKX "RJ" rbarmore@indy.net Roberta J. (Bobbi) Barmore  
FISTS #3388 \* G-QRP #10001 \* ARRL \* RSGB \* WIA  
Appreciator Of Vacuum-Tube Ham Gear and Vintage Keys

-----  
End of BOATANCHORS Digest 2472  
\*\*\*\*\*

>From ???@??? Tue Mar 23 03:29:11 1999  
Message-Id: <199903230451.WAA13807@sco.theporch.com>  
Date: Mon, 22 Mar 1999 22:51:31 CST

From: Old Tube Radios <boatanchors@theporch.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: BOATANCHORS digest 2473

BOATANCHORS Digest 2473

Topics covered in this issue include:

- 1) Schematic needed for Plasma Generator  
by "William L. Fuqua III" <wlfuqu00@pop.uky.edu>
- 2) RF Coupling Transformer Question...  
by Jack Harper <jharper@bsi2000.com>
- 3) Re:Modern Radio Labs.  
by "Roberta J. Barmore" <rbarmore@indy.net>
- 4) Re: [Hallicrafters] RBL Receiver - What's it worth?  
by Roy Morgan <roy.morgan@nist.gov>
- 5) FS:Collins/Mackay/RME  
by Greg Carter <kx4r@atl.mindspring.com>
- 6) 50 Years Ago Today  
by AviDov@aol.com
- 7) Re: RF Coupling Transformer Question...  
by Bill <billross@txdirect.net>
- 8) TS-520S  
by zeitler@ibm.net
- 9) If You Are Defrauded on the Net...  
by David Stinson <arc5@ix.netcom.com>
- 10) (fwd) 50 Years Ago Today  
by ail0@lehigh.edu (ARTHUR I. LARKY)
- 11) Re: (fwd) 50 Years Ago Today  
by John M Iverson <jackiv@juno.com>
- 12) 50 Years ago  
by "Richard" <rbrunner@gis.net>
- 13) 991 Voltage regulators - Summary  
by "Richard" <rbrunner@gis.net>
- 14) Re: Modern Radio Labs.  
by Ron Hershey <rhershey@europa.com>
- 15) RE: IFF "squibs"  
by Sandy W5TVW <ebjr@worldnet.att.net>
- 16) Re: Modern Radio Labs  
by Jderm740@aol.com

---

Date: Mon, 22 Mar 1999 09:47:03 -0500 (EST)  
Message-Id: <199903221447.JAA26578@pop.uky.edu>  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"  
To: Old Tube Radios <boatanchors@theporch.com>  
From: "William L. Fuqua III" <wlfuqu00@pop.uky.edu>

Subject: Schematic needed for Plasma Generator

I need a schematic for the RF cabinet for an ICP/6000 Perkin-Elmer Atomic Absorption (AAS), Inductively Coupled Plasma-Optical Emission Spectrometer.

The RF portion of this is a 2KW 13.56 MHz exciter and amplifier using a single 5CX1500A tube w/ 6146 driver and 12BY7 xtal oscillator.

Guess I could make a TX of the exciter as well. HI HI HI

It is 3 phase so I have to modify the power supply. That is not a problem. I have loads of Power supply parts. This thing has more interlocks than I have seen for some time. Even has a diaphragm pressure switch to protect the tube loss of air flow.

I am sure a number of hams have converted such things for amateur use. There is plenty of room in the RF cabinet to place a 850 coil and band switch. I can remove the exciter replace it with a swamping resistor and bias it for class AB1.

But some documentation would be very useful. The controls and interlocks are quite complex and have at least a dozen plug-in relays and there is an auto tuner as well.

73

Bill wa4lav

William L. Fuqua III P.E. E-mail WLFUQU00@POP.UKY.EDU Phone (606) 257-4155  
Department of Physics and Astronomy CP-177 Chem. Phys. Bldg.  
University of Kentucky , Lexington, Ky 40506-0055

-----  
Message-Id: <4.1.19990322073856.00b51be0@mail.pcisys.net>

Date: Mon, 22 Mar 1999 07:56:54 -0700

To: Old Tube Radios <boatanchors@theporch.com>

From: Jack Harper <jharper@bsi2000.com>

Subject: RF Coupling Transformer Question...

Mime-Version: 1.0

Content-Type: text/plain; charset="us-ascii"

I am, as usual, still working on that Hammarlund HX-50 transmitter (an hour or two a week is all I get these days - Rats!).

The job at hand is to align the thing which is going well. If you recall, this is the transmitter that was giving me fits a few weeks ago with an insidious parasitic oscillation that I finally managed to obliterate.

There are, as expected, numerous RF transformers with tuning slugs

throughout the rig that couple one stage to the next etc. It has been a lot of fun tweaking these things and watching the responses on a dual trace scope (RF into the stage, RF out from the stage) and I have been learning a lot during my occasional late night (0200) sojourns into the Land of RF.

But -- it would help if I understood a bit better what I am working with :)

These transformers are, I think, stagger tuned according to the manual -- the primary is tweaked for maximum RF voltage at the low end of the band in question (e.g., 14.05Mc for 20M) and the secondary is tweaked for maximum RF at the top of the band (e.g., 14.4Mc) and the like (160 through 10 meters). Watching the response on the 'scope with a signal generator injecting into the input -- I usually see a very nice bandpass effect over, for example, the 20-meter range. However, I notice that in most cases -- especially at the higher frequencies -- I see a much better response with considerably higher RF and with nice pretty sine waves rather than the not so pretty stuff I see inside the band quite far away in frequency.

For example, the 20M transformer shows a reasonable bandpass response over 14.05 - 14.4Mc but really shows a pretty response (much much better actually) at around 8.5Mc or so.

Question #1: Does this matter? It seems to me that the transformer is mostly resonant in the 8Mc area but also resonates -- just not as well -- at the expected 14 - 14.4Mc range. What is going on here? I do see that the 14Mc energy will be passed through but 8Mc would pass through a lot better. I am not able to 'move' the nicely resonant range up to 14Mc by tweaking the two slugs.

Also -- A general question...

With the two slugs, is there just one solution/position for the two slugs or are there hordes with some being better than others? The manual does say to the effect that there are RF peaks where the slugs are positioned between the two coils (primary and secondary) that should be avoided -- Why is that?

I appreciate any pointers and...

Best Regards to the List

Jack, W0YJ (Friend to all things Hammarlund)

-----  
Jack Harper  
303-231-9095

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Lakewood, Colorado USA

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Optical Cards for Bank, EBT, and Medical Applications  
Visit our Web Page: <http://www.bsi2000.com> (Last Update: 990101)  
-----

-----  
Date: Mon, 22 Mar 1999 10:05:37 -0500 (EST)  
From: "Roberta J. Barmore" <[rbarmore@indy.net](mailto:rbarmore@indy.net)>  
To: Old Tube Radios <[boatanchors@theporch.com](mailto:boatanchors@theporch.com)>  
cc: Old Tube Radios <[boatanchors@theporch.com](mailto:boatanchors@theporch.com)>  
Subject: Re:Modern Radio Labs.  
Message-ID: <Pine.SUN.3.96.990322094800.12405B-100000@indy3>  
MIME-Version: 1.0  
Content-Type: TEXT/PLAIN; charset=US-ASCII

Hi, Jack (and the list)

Modern Radio Labs has been around, in one form or another, since at least the 1930s. Founder Elmer G. Osterhoudt started out with a pretty ordinary radio service shop, and found himself in the parts & kits business. Inventor of the low-loss celluliod coil form and well-known in crystal-set and one-tube radio circles, EO also produced a fascinating body of literature.

MRL was a one-man shop and still is. The literature is all copyright, and it is my understanding that the rights have been kept up. (US copyright law has undergone some interesting changes in the last decade or so).

As a one-man operation, MRL was always a little slow. Orders usually arrived a month to six weeks after submission, though from time to time he'd get *\*really\** swamped when someone wrote up an xtal set in the hobbyist mags and listed MRL as a source.

MRL ran small ads in classifieds section of the various radio mags for *\*decades.\** I've found 'em in late '30s Gernsback pubs and '80s Radio-Electronics.

EO died rather suddenly. The business was left in near-limbo for several years. When Paul Nelson managed to work out restarting the business (with the help and approval of EO's survivors), he had quite an uphill struggle sorting it all out! In the meantime, several well-meaning but uninformed folks made their own copies of MRL publications. Most ceased when MRL resurfaced; some have not and Paul's trying to track 'em down. (The cost of his books is low enough that a person could do well buying from him and reselling at hamfests, BTW--if properly approached,

he might be interested in an honest distribution deal).

Modern Radio Labs is a wonderful resource. That the outfit is still around is just about a miracle. They deserve our support. Yeah, maybe in real, big-league business terms such small companies gotta grow or go to the wall, but I'd be damned sorry to see it happen. Not everyone \*wants\* to be Microsoft or General Motors!

73,  
--Bobbi

KB9GKX "RJ" rbarmore@indy.net Roberta J. (Bobbi) Barmore  
FISTS #3388 \* G-QRP #10001 \* ARRL \* RSGB \* WIA  
Appreciator Of Vacuum-Tube Ham Gear and Vintage Keys

-----  
Message-Id: <4.1.19990322110844.00cbfdc0@sdct-sunsv1.ncsl.nist.gov>  
Date: Mon, 22 Mar 1999 11:11:36 -0500  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Roy Morgan <roy.morgan@nist.gov>  
Subject: Re: [Hallicrafters] RBL Receiver - What's it worth?  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"

Dave,

I bought an RBL a couple of years ago at an antique radio swap meet for about \$40. Claimed to work "just fine". Found two totally dead tubes! But, once those were replaced, it does work fine.

It is a TRF receiver. Very simple electronically. Fine construction. Excellent for VLF listening, beacon hunting, 190 Kc band experimenting and the like.

Have manual, will copy.

Roy  
K1LK Y since 1959

At 05:10 AM 3/20/99 +0000, davidh@getnet.com wrote:  
>Recently bought sight unseen what I thought was a National NC-100 and  
>when I got it, it turned out to be an RBL. I currently have an NC-100ASD  
>and RAO-7.  
>  
>What is an RBL worth if one were to sell it? Appears to be complete,  
>don't know if it works, needs to be restored.  
>  
>Comments would be appreciated  
>

>Tnx and 73,  
>  
>Dave N7RK  
>  
>\*\*\*\*\*  
>  
>Dave N7RK - Webmaster CADXA  
>Phoenix, Arizona           \*DXCC Honor Roll\*       \*WAZ#23 - 75 Meter SSB\*  
>  
>  
>  
>                   ex-N7RK/ZB2, VK2ERK, ZM0AJN, WB6NRK, WN6IWX  
>  
>Boatanchor Collector Extraordinaire preferring Hallicrafters, National  
>and what ever else looks interesting!  
>  
>  
>E-Mail: davidh@getnet.com  
>My Home Page: <http://www.getnet.com/~davidh>  
>  
>Visit the Central Arizona DX Association Home page - <http://cadxa.org>  
>  
>  
>  
>---  
>Submissions hallicrafters@qth.net  
>Subscriptions majordomo@qth.net

-- Roy Morgan/Building 820, Room 562/Gaithersburg MD 20899  
(National Institute of Standards and Technology)  
301-975-3254 Fax: 301-948-6213 [roy.morgan@nist.gov](mailto:roy.morgan@nist.gov) --

-----  
Message-Id: <3.0.5.16.19990322103419.40472f3a@pop.atl.mindspring.com>  
Date: Mon, 22 Mar 1999 10:34:19 -0500  
To: Old Tube Radios <[boatanchors@theporch.com](mailto:boatanchors@theporch.com)>  
From: Greg Carter <[kx4r@atl.mindspring.com](mailto:kx4r@atl.mindspring.com)>  
Subject: FS:Collins/Mackay/RME  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"

Hello BA gang!  
Thinning down some of my collection here, so I have the  
following for sale.....all plus shipping from zip 30178.

1. Collins R-105A/ARR-15 Receiver  
Auto or manual tune 1.5-18.5 Mc

Fully functional plug and play. Cabinet has been painted medium gray and front panel is brushed aluminum with black silk screened lettering.....S0-239 ant connector in place of stock spring loaded antenna terminal. Nicely done AC supply mounted internally in dynamotor slot.

Also comes with a complete 2nd R-105A that is unchecked but has dynamotor !  
Could be used for parts or restoration.

Includes copy of manual.....\$150  
Note: these 2 units are very heavy.

2. Mackay 128AY Marine Radio Receiver (regenerative)  
15 - 650 Kc / mfd by Federal Telephone and Radio Corp.  
Beautiful condition inside and out and working.  
includes copy of manual..... \$200
3. RME HF 10-20 HF converter  
consists of RF amp/Mixer/HF osc to convert the 20,15, and 11/10  
meter bands to 7 mc. For use with receivers lacking sensitivity  
on the high bands. Black wrinkle cabinet, cosmetically very good  
just dusty on inside. Includes copy of manual.  
Unchecked..... \$50

Please contact me via direct e-mail.....would really prefer pick-up on the first two items or can meet someone within reasonable driving distance of Atlanta. I am willing to ship at your expense.

73 for now !  
Greg KX4R  
kx4r@mindspring.com

-----  
From: AviDov@aol.com  
Message-ID: <8e43a8d3.36f6cae7@aol.com>  
Date: Mon, 22 Mar 1999 17:57:43 EST  
To: Old Tube Radios <boatanchors@theporch.com>  
Mime-Version: 1.0  
Subject: 50 Years Ago Today  
Content-type: text/plain; charset=US-ASCII  
Content-transfer-encoding: 7bit

Our local paper runs this column every day and one of the items on this date reads-

"War surplus radios waning issued:



A nationwide warning was issued by Federal officials that war surplus radios fitted with potentially deadly bombs are in the hands of unsuspecting purchasers. Officials said that one Detroit firm alone had sold some 500 sets, 100 in the Motor City and the remainder by mail to customers throughout the US and Canada.

Small bombs are contained in the radios, which are designed specifically to destroy their interiors, but police said they are potentially LETHAL in the hands of persons not familiar with them. The explosive was discovered by HANS TRIPPER, a 31 yr old Detroit HAM operator, as he was dismantling the radio in search of parts for use in another set. He called police who set up a guard at the radio war surplus center in Detroit to prevent further sales "

Does anyone remember what set(s) were involved and was anyone ever hurt ? 73

-----  
Message-ID: <36F6D24D.A0BEFA81@txdirect.net>  
Date: Mon, 22 Mar 1999 17:29:17 -0600  
From: Bill <billross@txdirect.net>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
CC: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: RF Coupling Transformer Question...  
Content-Type: text/plain; charset=koi8-r  
Content-Transfer-Encoding: 7bit

Jack Harper wrote:

>  
> I am, as usual, still working on that Hammarlund HX-50 transmitter (an hour  
> or two a week is all I get these days - Rats!).

> These transformers are, I think, stagger tuned according to the manual --  
> the primary is tweaked for maximum RF voltage at the low end of the band in  
> question (e.g., 14.05Mc for 20M) and the secondary is tweaked for maximum  
> RF at the top of the band (e.g., 14.4Mc) and the like (160 through 10  
> meters). Watching the response on the 'scope with a signal generator  
> injecting into the input -- I usually see a very nice bandpass effect over,  
> for example, the 20-meter range. However, I notice that in most cases --  
> especially at the higher frequencies -- I see a much better response with  
> considerably higher RF and with nice pretty sine waves rather than the not  
> so pretty stuff I see inside the band quite far away in frequency.  
>

> For example, the 20M transformer shows a reasonable bandpass response over  
> 14.05 - 14.4Mc but really shows a pretty response (much much better  
> actually) at around 8.5Mc or so.

Could it be, Jack, that the L0 or VFO for the mixer prior to the stages  
you are tuning are operating at 8 MC? The "bandpass" effect you observe  
may be designed to keep that nice strong clean frequency from slipping  
through and making its way further into the RF innards of the beast.

Bill Ross K5LLK

-----  
From: zeitler@ibm.net  
Message-ID: <007601be74c3\$89bc0d00\$f9292581@km3g>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: TS-520S  
Date: Mon, 22 Mar 1999 16:24:24 -0800  
MIME-Version: 1.0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

I am using a TS-520S to drive my Swan Mk II and other associated amplifiers.  
I need a copy of the manual for the TS-520S. Any help GREATLY appreciated.

Also, has anyone been able to get this rig to operate on 17 meters by  
installing the right crystal in the AUX position on the band switch?

Lane Zeitler  
Ku7i  
2262 Barney St  
San Diego CA 92139

All copy costs and postage gladly covered by me.

73s

Lane  
Ku7i

-----  
Message-ID: <36F6E7BA.BFB9A4D1@ix.netcom.com>  
Date: Mon, 22 Mar 1999 19:00:42 -0600  
From: David Stinson <arc5@ix.netcom.com>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: If You Are Defrauded on the Net...  
Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

Those of us who buy and sell with honest intentions  
would like to pass on some good advice to file,  
just in case:

If you have exhausted good-faith efforts to resolve a situation  
and feel you have been defrauded, and  
if payment or product was sent to a person via the U.S. Postal Service,  
you may file Mail Fraud Charges. Please contact your local Post Office  
for more information. You might also want to review the information on  
their Web site page about Fraud on the Internet:

<http://www.usps.gov/dtf/19dtfinf.htm>

You may also file a fraud report with the National Fraud Information  
Center:

<http://www.fraud.org>

(paraphrased from Ebay Fraud Prevention)

73 Dave AB5S

-----  
Message-Id: <199903230110.UAA92748@ns3-1.CC.Lehigh.EDU>  
Date: Mon, 22 Mar 1999 20:10:15 EST  
From: ail0@lehigh.edu (ARTHUR I. LARKY)  
Subject: (fwd) 50 Years Ago Today  
To: Old Tube Radios <boatanchors@theporch.com>

Received: from AviDov@aol.com

Our local paper runs this column every day and one of the items on this date  
reads-

"War surplus radios waning issued:

A nationwide warning was issued by Federal officials that war surplus radios  
fitted

with potentially deadly bombs are in the hands of unsuspecting purchasers.

Officials said that one Detroit firm alone had sold some 500 sets, 100 in the  
Motor

City and the remainder by mail to customers throughout the US and Canada.

Small bombs are contained in the radios, which are designed specifically to  
destroy their interiors, but police said they are potentially LETHAL in the  
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persons not familiar with them. The explosive was discovered by HANS TRIPPER,

a 31 yr old Detroit HAM operator,as he was dismantling the radio in search of parts  
for use in another set. He called police who set up a guard at the radio war surplus  
center in Detroit to prevent further sales "

Does anyone remember what set(s) were involved and was anyone ever hurt ? 73

Yes, I remember.

The bombs were in an IFF (Identification Friend or Foe) set. There were some power leads that were connected to the bombs (actually, they are squibs) to blow up the set. I remember that the set had a large doorknob tube in it. By the time it got to New Jersey, the explosives had been removed so no one got blown up that I know of.

Art K3HBA (W2WTJ at that time)

-----  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: boatanchors@theporch.com  
Date: Mon, 22 Mar 1999 19:36:23 -0600  
Subject: Re: (fwd) 50 Years Ago Today  
Message-ID: <19990322.193659.4470.6.jackiv@juno.com>  
From: John M Iverson <jackiv@juno.com>

this is warning that the old IFF equipments did have destruct devices.  
APX-4 was one that got out, also the older one that had the flat we triode, yes it is the memory.

Jack Iverson K0EWU jackiv@juno.com  
ARRL, IEEE LM, RCA, AMI, ARCI, QCWA

On Mon, 22 Mar 1999 20:10:15 EST ail0@lehigh.edu (ARTHUR I. LARKY) writes:

>  
>Received: from AviDov@aol.com  
>  
>Our local paper runs this column every day and one of the items on  
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>Motor

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>  
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>By the time it got to New Jersey, the explosives had been removed so  
>no one  
>got blown up that I know of.  
>  
>Art K3HBA (W2WTJ at that time)  
>  
>

---

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---

Message-ID: <000601be74d2\$35fa41a0\$333029d8@blah>  
From: "Richard" <rbrunner@gis.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: 50 Years ago  
Date: Mon, 22 Mar 1999 20:36:28 -0500  
MIME-Version: 1.0

Content-Type: multipart/alternative;  
boundary="-----\_NextPart\_000\_0014\_01BE74A3.A9771EC0"

This is a multi-part message in MIME format.

-----=\_NextPart\_000\_0014\_01BE74A3.A9771EC0  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: quoted-printable

The set in question was the BC-645 IFF set, which had a magnesium =  
"heating" element which was connected via a red cable and connector, and =  
was to be energized if there was danger of it being captured. I believe =  
it would create a vigorous fire, but was certainly not a bomb. I have =  
never heard of anyone being harmed by one.

The BC-645 is an airborne IFF transceiver for 470-496 Mc and transmitted =  
either a pulsed or modulated (30 Kc) signal. Hams converted them for =  
420 Mc use. It indeed uses the 316A doorknob tube.

Richard Brunner, AA1P, rbrunner@gis.net.

-----=\_NextPart\_000\_0014\_01BE74A3.A9771EC0  
Content-Type: text/html;  
charset="iso-8859-1"  
Content-Transfer-Encoding: quoted-printable

<!DOCTYPE HTML PUBLIC "-//W3C//DTD W3 HTML//EN">  
<HTML>  
<HEAD>

<META content=3Dtext/html; charset=3Diso-8859-1 =  
http-equiv=3DContent-Type>  
<META content=3D'"MSHTML 4.72.3110.7"' name=3DGENERATOR>  
</HEAD>

<BODY bgColor=3D#ffffff>  
<DIV><FONT color=3D#000000 size=3D2>The set in question was the BC-645 =  
IFF set,=20  
which had a magnesium &quot;heating&quot; element which was connected =  
via a red=20  
cable and connector, and was to be energized if there was danger of it =  
being=20  
captured.&nbsp; I believe it would create a vigorous fire, but was =  
certainly not=20  
a bomb.&nbsp; I have never heard of anyone being harmed by =  
one.</FONT></DIV>  
<DIV><FONT color=3D#000000 size=3D2></FONT>&nbsp;</DIV>  
<DIV><FONT color=3D#000000 size=3D2>The BC-645 is an airborne IFF =

transceiver for=20  
470-496 Mc and transmitted either a pulsed or modulated (30 Kc) =  
signal.&nbsp;=20  
Hams converted them for 420 Mc use.&nbsp;=20; It indeed uses the 316A =  
doorknob=20  
tube.</FONT></DIV>  
<DIV><FONT color=3D#000000 size=3D2></FONT>&nbsp;</DIV>  
<DIV><FONT color=3D#000000 size=3D2>Richard Brunner, AA1P, <A=20  
href=3D"mailto:rbrunner@gis.net">rbrunner@gis.net</A>.</FONT></DIV></BODY=

-----=\_NextPart\_000\_0014\_01BE74A3.A9771EC0--

-----  
Message-ID: <003801be74d5\$111e3140\$333029d8@blah>  
From: "Richard" <rbrunner@gis.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: 991 Voltage regulators - Summary  
Date: Mon, 22 Mar 1999 21:27:55 -0500  
MIME-Version: 1.0  
Content-Type: multipart/alternative;  
boundary="-----=\_NextPart\_000\_0030\_01BE74AA.D972E300"

This is a multi-part message in MIME format.

-----=\_NextPart\_000\_0030\_01BE74AA.D972E300  
Content-Type: text/plain;  
charset="iso-8859-1"  
Content-Transfer-Encoding: quoted-printable

I received an interesting series of responses to my query about the =  
operating voltage of the 991: They were; 48, 50-55, 60, and 100 volts. =  
No doubt all were from reputable sources. The one in the PP-327B power =  
supply measured 100 volts, and one I found in the junk box measured 80 =  
volts. From examination of the power supply circuit, 50 to 60 volts is =  
credible. The conclusion is that the 991 voltage regulator does not =  
age gracefully. =20

-----=\_NextPart\_000\_0030\_01BE74AA.D972E300  
Content-Type: text/html;  
charset="iso-8859-1"  
Content-Transfer-Encoding: quoted-printable

<!DOCTYPE HTML PUBLIC "-//W3C//DTD W3 HTML//EN">  
<HTML>  
<HEAD>

<META content=3Dtext/html; charset=3Diso-8859-1 =

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http-equiv=3DContent-Type>
<META content=3D'"MSHTML 4.72.3110.7"' name=3DGENERATOR>
</HEAD>
<BODY bgColor=3D#ffffff>
<DIV><FONT color=3D#000000 size=3D2>I received an interesting series of =
responses to=20
my query about the operating voltage of the 991:&nbsp; They were; 48, =
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and 100 volts.&nbsp; No doubt all were from reputable sources. The one =
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PP-327B power supply measured 100 volts, and one I found in the junk =
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volts is creditable. The conclusion is that the 991 voltage regulator =
does not=20
age gracefully.&nbsp; </FONT></DIV></BODY></HTML>
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-----=\_NextPart\_000\_0030\_01BE74AA.D972E300--

-----  
Message-ID: <36F71870.47CADB08@europa.com>  
Date: Mon, 22 Mar 1999 20:28:32 -0800  
From: Ron Hershey <rhershey@europa.com>  
MIME-Version: 1.0  
To: Old Tube Radios <boatanchors@theporch.com>  
CC: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Modern Radio Labs.  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

I know it's not Time or Newsweek but he has been advertising monthly in  
Antique Radio Classified for quite some time.

Regards,  
Ron Hershey

Jderm740@aol.com wrote:

>  
> Dave  
> First of all I don't think this list is the place to air Mr. Nelson's  
> problems. He need "Lawers-R-Us" or "WEBE Litigators". If he is haveing that  
> much trouble with a Mr.Smith, he needs legal help. I get the feeling he has  
> never taken the time or money to secure his right to the name even though he  
> paid for it. You say he obtained the company 10 years ago. I never heard of  
> it. Does he ever spend a buck and advertise on a national basis?  
>  
> Jack            Jderm740@aol.com



-----  
Mime-Version: 1.0  
Content-Type: text/plain; charset="us-ascii"  
To: Old Tube Radios <boatanchors@theporch.com>  
From: Sandy W5TVW <ebjr@worldnet.att.net>  
Subject: RE: IFF "squibs"  
Message-Id: <19990323044519.B0IL27477@LOCALNAME>  
Date: Tue, 23 Mar 1999 04:45:19 +0000

The only IFF set I remember that had explosive squibs was the old RT-82/APX-6 set. Also a few of the converted RT-82 sets that were modified to the RT-279/APX configuration that added a connector for hookup to the KY-95/APX-25 coder unit. I used to work on these years ago.

The explosive squibs were meant to destroy the coaxial cavity assemblies in vital places. I remember we had one that accidentally got tripped, (some recruit flipped the switch cover up and tripped the "destruct"

switch.) and the set just puffed up a bit on the outside. Boy what a mess inside though! They eventually took all the squibs out of them and the later model sets didn't have the little compartments for the squibs. This was a pain early on, as everytime we had to take a set to the shop, we had to get one of the armorers to come removed the squibs.

As I remember, the BC-645 IFF sets that were sold by the hundreds surplus, were never placed in operational service. It's predecessor was, some other designation I don't recall. The first operational IFF set I ever had anything to do with was the APX-6 system.

73,

Sandy W5TVW

-----  
From: Jderm740@aol.com  
Message-ID: <708e472a.36f71d7a@aol.com>  
Date: Mon, 22 Mar 1999 23:50:02 EST  
To: Old Tube Radios <boatanchors@theporch.com>  
Cc: boatanchors@theporch.com  
Mime-Version: 1.0  
Subject: Re: Modern Radio Labs  
Content-type: text/plain; charset=US-ASCII  
Content-transfer-encoding: 7bit

Hi Bobbi et all

Thanks for informing me of the history of Modern but everything you said only reinforces my original thoughts. I feel Paul Nelson has failed to protect his investment. Copyrights are not forever. They must be renewed periodically. How often depend on the type of intellectual material. Music, if copyrighted has a life of 100 years. Books have shorter life. It depends if they are novels or technical. Patents have life of 17 years and if they are not modified they

become public domain. Also, patents, once issued, can be reviewed by anybody willing to pay the US Gov a nominal fee per page. Many a product has been issued a patent only to see a copycat product appear with sufficient changes to circumvent the original patent.

In Music you can copyright the content but not the title. Hence we see two Yesterdays. One by Jerome Kern and another by the Beatles. Book titles I believe are in the same boat. Also we, the BA people are guilty of exchanging proprietary material and never offering payment to the originators. I buy manual copies. You buy manual copies, and we never call up Tek and say " I just paid whosis ten dollars for a copy of your 535-545 scope manual, how much do we owe you ?"

Im afraid Mr. Nelson has his work cut out for him and he is going to need the services of a copyright attorney, at least.

He might be better off to make a subtle change in his company name and still reference the old name to provide continuity. Such as: THE NEW IMPROVED MODERN RADIO LABS. Paul Nelson, SOLE PROPRIETOR. Copyright xx/xx/xxxx

Jack Jderm740@aol.com

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End of BOATANCHORS Digest 2473

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